

Amendments to the Specification:

Please replace paragraph [0017] with the following amended paragraph:

[0017] Referring to Fig. 1, a rear elevational view of a portion of a small utility vehicle is shown. Attached to and disposed substantially below the vehicle frame 10 is transaxle 12, including a casing comprising upper transaxle casing half 14 and lower transaxle casing half 16. As may be seen in Figs 1, 2, 3, and 4, upper and lower transaxle casing halves 14 and 16, respectively, are split along a plane coincident with right axle 24 and left axle 26. Transaxle 12 may be either a hydrostatic transaxle, such as that disclosed in U.S. Patent No. 5,392,603, or a gear type transaxle, such as that disclosed in U.S. Patent No. 5,211,067, both assigned to the assignee of the present application, and hereby incorporated by reference. A "transaxle" as used in this application and described in the aforementioned patents means a casing that contains a selectable speed change mechanism, such as a hydrostatic transmission or mechanical gear transmission, for example, connected to the input and a gear reduction unit connected to the axle and driven by the output of the transmission. Pulley 18 is rotatably mounted by means of bolt 20 on the top of upper transaxle casing half 14 and keyed to an input shaft (not shown). Belt 22 is wrapped around pulley 18 and also wrapped around a second pulley (not shown) operably connected to the engine (not shown). Belt 22 transfers rotary mechanical motion from the engine to pulley 18 and the input shaft of transaxle 12. Rotary mechanical motion can also be transferred from the engine to the input of the transaxle 12 by a rotating shaft. This rotary mechanical motion is diverted through a gear train or hydrostatic transmission (not shown) within transaxle 12 and then to a differential (not shown) within transaxle 12 which splits the motion between right axle 24 and left axle 26.